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HONGKONG OFFICE: 14, DEWY ROAD CL.
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The Daily Press.

HONGKONG, JULY 14TH, 1905.

It is not enough to take criticisms—unflavoured and unflattering criticisms—good tempered. To do so is often a distinguishing mark of a man of sense; but the superior man, with even more intelligence, is he who takes them seriously into consideration, forever putting the formula: "It may be true. Is it?" The saying, "Take all men's censures, but reserve your judgment," may be well amended by the deletion of the word "reserve" and the substitution of the word "use." This short preamble we consider necessary before venturing to deal with a criticism which has set some of our contemporaries in Great Britain busily to work raking their dictionaries for recriminatory words.

In the pages of the *National Review*, "A German Resident" of England, dealing with England and the English; certainly says some things calculated to arouse resentment in the bosoms of those subjects of King Edward who are not blessed with the thick skin, or with the mental balance we have just postulated as the essential characteristic of the superior man. He has also said some things with which many Englishmen will not be disposed to quarrel, as, for example, the criticism of the English Public School system, and the educational system generally, some comments on which we reproduce elsewhere in our issue of today. These things, or things to a like effect, have often been said of late by Englishmen themselves.

Our British readers should by now be prepared for the douche of candour which we propose to repeat, we trust to their amusement, if not to their profit. "As for

your Empire," says "A German Resident," "it appears to me unstable as a house of cards. A single hard push from a great Power would bring it down, because of the want of patriotism in your people. Would they sacrifice themselves in tens of thousands to defend India? Would they suffer privation and want of food at home?" Knowing, from history, that where a people enjoys freedom and peace and prosperity for any length of time there is a tendency toward the weakening of animated patriotism, we should have been willing, prior to 1899, if not to admit the justice of that comment, at least to discuss it academically. But we had the privilege of living in that fateful year, and of learning some of its lessons. No science is complete in itself; one philosophy hangs upon another; and there are psychological data to be taken into account that would turn all such generalisations into subjects for mirth. An instinct may be dormant without being moribund; and the years '99 *et seq.* showed conclusively that in the makeup of the English people the hereditary passions of patriotism, of martial enthusiasm, of national esprit de corps, still retained their own strong quarters. No need to tell "A German Resident" of the wonderful evincement of those qualities that marked the period named: suffice it to say there was ample to justify an emphatic affirmative to his query concerning India. He continues: "You know that they would want peace at any price, and your statesmen, judging from their recent record, would find humanitarian excuses for the most shameful of surrenders, and pretend that they had hoisted the white flag out of sheer magnanimity." The words we have italicised have no meaning for us, unless they refer to the outrages the British people have recently endured at the hands of Russia. If those be meant, the German critic answers some of his own questions, for the "unpatriotic" and "peace at any price" people did lustily sound the call to arms. There were, however, reasons for patience that should have been patent enough. To drag in France, as impatience inevitably would have done, might have seemed good to this critic, as it would also to the offending Power. It is not lack of patriotism, or "shameful" indifference to what happened, that helps the British public to recognise now that the policy of Mr. Balfour and Lord Lansdowne was good. No doubt the John Bull family does in some things deserve itself. If Lord Roberts be right, when he describes the British army as unfit and unready, and if "C.B." of the *Daily Graphic* be right, when he condemns the guns of the navy, then it may be true, as "A German Resident" says, that "your power of self-deception at times approaches the marvellous; but, unfortunately for yourselves, you are not the only power in the world, and there are nations on the Continent which are not deceived by your audacious make-believes but which see you as you really are." In one particular, the critic lays himself open to some rejoinders that we wish to put as gently and as inoffensively as we possibly can, for though we cannot agree with all his criticisms, we have derived profit from older comments by his nationals, and we would not scarce away candid critics by any display of temper such as we regret to have observed in some quarters. Herr Max Schmidt, for instance, the author of "Happy-go-lucky Land" was a critic we could not well have spared. Indeed, the unkindest thing we have to say to "A German Resident" is that he appears to have drawn rather freely upon his predecessor, and to have added a certain quality of scathingness all his own. Nous revenons. This latest critic appears to be unaware, when comparing the German military system with the British, that one of the stock arguments of the opponents of conscription is that conscription and patriotism do not like little birds in their nests, agree. He dwells upon the fact that his nationals are taught to serve their country, taught the importance of it as a duty, and in the same breath mentions that the reward of diligent students is an exemption from more than one year's service, and that the penalty for idleness is an extra year of service. Of course, we know what he wished to say, but that does not alter the fact that he has said it badly. We are very much inclined to agree with him when he remarks, "We may not be so good at games as you are, but games are after all a very unimportant thing in life. You are mistaking the means for the end." That is an echo of Kipling, and to it more than Kipling will assent. Then, granting that preparations for military service are better done on Aldershot Common than on the proverbial "playing fields of Eton,"

what of the famous "goose-step"? It may be British prejudice, and "self-deceit," but we are unable to see how that painfully acquired marching gait can help any man to serve his country better as soldier or otherwise. There are other things, but we have said enough to show that there is, perhaps, a case for "crock and bottle" recriminations. After all, it depends a good deal on phraseology. The German says "Look before you leap," and spends a great deal of thought and energy on his army. The Briton says "Take no thought for the morrow," or colloquially, "Don't worry." He has made many blunders, and paid often for his carelessness, no doubt, but the methodical German cannot be said to be far ahead of him, in point of actual results. Max Schmidt said, addressing John Bull, four years ago, "Hardly once since I have known you, have you entered upon any big undertaking without, at the outset, committing blunders which would have brought shame, if not ruin, upon any other people; yet you scarcely know how to blush, save at the behaviour of your neighbours; and certainly you are not sincere." The italics are ours, and they indicate the important point. Lord Roberts has "croaked" with a purpose, a justifiable exaggeration. "C.B." whose naval criticism, by the way, is jeered at by *The Fleet*, "croaked," like many other critics, because "it is his nature to." Although it is not in mortals to command success, and all these critics unite in saying that the British have not deserved it, yet they have to admit that a colourable imitation of success has fallen Great Britain's way. To quote Herr Schmidt again, he says: "I have never ceased to be staggered by your long immunity from the natural consequences of your persistent carelessness and stupidity." That long immunity suggests the possibility, the bare possibility, that perhaps the state of things is not so perilous as the critics make out, and that JOHN BULL'S stupidity is more on the surface than deep down. It cannot all be luck.

Yesterday's plague list recorded the 23rd case.

Mr. Irvin Kew, who left the Colony last August, to study dentistry at Harvard University, has successfully passed all his first year's examinations.

The State Fire Insurance Co., of Liverpool, through its local agents, Messrs. W. G. Humphreys and Co. is distributing a very neat advertisement in the shape of a metal paper knife.

The P. and O. S. *Coromandel* which arrived yesterday from England, brought back Sergeant Clarke and constables Finemora and Gibson after nine months' leave. A new member for the force who arrived by the same boat, was sworn in at the Magistracy this morning.

The national conference of Old German Baptists meeting in Indianapolis passed a resolution that all members of the church should give up using the telephone, which was described as "a device of Satan, which makes people lazy and the use of which is not warranted by Scripture."

President Roosevelt received a delegation representing the American Asiatic Association, to whom he declared his intention of exerting his power to the utmost to promote American trade in China, and promised to take up the subject with the departmental officials concerned. The delegation urged that the Chinese exclusion laws should be less rigidly enforced.

Mrs. Blanche Georgina Hunter, wife of Brigade Surgeon Lieut.-Colonel E. J. Hunter, of the Hunts Infantry Volunteer Brigade, died on June 3rd. Mrs. Hunter resided in Hongkong for some years before her marriage, when she was Miss Wyatt daughter of Major General Wyatt, of the 11th Devonshire Regt. We are informed of the sad event by the *Portsmouth Times* of June 10th.

The H.K.C.M.A. kaifai says:—We learn that the Rev. W. E. Godson who, after ten years in the Mid China Mission, from which he resigned last year, has been appointed by the New South Wales Church Missionary Association to superintend work among the Chinese in that country. Mr. Godson hopes to return to China for about a year with a view to acquiring the Cantonese dialect, as it will be chiefly among Cantonese-speaking people that his new work in Australia will be.

At Queen's Hall, London, on June 7th, Mr. Leon Sametini, the celebrated Dutch violinist, gave a most successful concert before a very large audience. Although he can hardly be styled a serious rival to Kobelk, there is no doubt that Mr. Sametini's abilities place him in the front rank of musicians of to-day. The young artist first played Brahms's Concerto in D. (Op. 77) assisted by the Queen's Hall Orchestra conducted by Mr. Henry J. Wood. Mr. Sametini's interpretation of this most difficult work was beautifully rendered. Later in the evening the artist was heard in "Allegro Pathetique" (Op. 23) for which he was accorded such an ovation that he was induced to give an encore. Mr. Sametini will be visiting Hongkong later in the year.

On page 5 to-day there appears an article by a Hongkong writer, who informs the young men of England that with a capital of £3,000 they may hope to gain a competency in Hongkong. We do not regard the statement as exaggerated.

Lieut. H. W. Kennett has been posted to the Right Half, No. 1 Co., Hongkong Volunteers, and Lieut. J. S. Gubbay and J. T. Hayton to the Left Half. P. E. Adams has been enrolled as a member, and Gr. J. E. Oliver has been struck off the strength.

Housebreakers have been busy in Hongkong of late, and appear to be still on the look-out for opportunities. The premises of Mr. G. Grimble, of Messrs. "Batterfield and Swire" were visited on Wednesday night, but the robbers were disturbed before they could effect an entrance, and quickly decamped.

Mr. W. A. Poutins has been appointed from the American Legation at Peking as Secretary and Interpreter to the American Consulate in Tientsin. Mr. Poutins is well known and popular in Peking, and his advancement has caused general satisfaction. Mr. W. P. Hall, one of his confidants in Peking, has been posted to the American Consulate at Hankow.

The Singapore Free Press says:—Some of us noticed a jockey at the last Singapore meeting give a horse a cruel blow with the butt of his riding whip, on returning from a race which he lost. Two jockeys who did a similar thing at Sandown Park Races on April 29 were summoned at Kingston-on-Thames for cruelly ill-treating horses. A conviction and fine followed in each case, and the precedent should deter others, in a moment of disappointment and ill-temper, from following their example.

By kind permission of Lieut.-Col. C. H. U. Price, D.S.O., and Officers 129th Baluch is the hand of the Regiment will play the following programme at the United Services Recreation Club, Kowloon, commencing at 5 p.m. (weather permitting):—

Overture "French Comedy" Keler Solo
Polka Mazurka "Azzurra" Faust Song
Song "Lord Cate night" Abt
Selection "The Belle of New York" Gustava Kerker
Valse "The Flower Show" C. Coote
Dances "Hungarian" C. Coote

Regarding the situation at the end of the war the *Chicago Tribune* says what a good many Americans have been thinking. It remarks that, if any Caucasian nation had scored the triumph which Japan has achieved in the last 18 months, there would be no living on the same planet with that nation. The rest of the world would have to combine and thrash it because its boasting would be unendurable. It remains to be seen, says the *Chicago Tribune*, whether the Mongol will rise as superior to the Caucasian in triumph, as he undoubtedly does in adversity.

A coolie entered house No. 129 Praya East early yesterday morning, and was departing with a bag and a check when the mistress was disturbed, and seized him. He put up a desperate fight for liberty, and was giving his assailant some nasty knocks on the head with the ball when assistance arrived, and he was handed over to Police Sergeant Lee. Charged before Mr. G. N. Orme at the Police Court yesterday he was sentenced to six weeks' hard labour, six hours' work, twelve strokes of the birch, and recommended for banishment on the expiration of his sentence.

The report of the directors of the Norwich Union Fire Insurance Society says the net premium income for the year ending 31st December, 1904, amounted to £1,173,072 17s. 4d. The losses (paid and outstanding), inclusive of those arising from the configurations at Baltimore and Toronto, were £762,467 19s. 11d. being 64.14 per cent. of the premiums. After setting aside one-third of the premiums (£391,024) as a reserve against liabilities on policies not run off, the balance at the credit of profit and loss account, including the unappropriated balance, £386,881, brought forward from the previous year, is £330,698, out of which an interim dividend of £2 per share was paid in January last, and a further dividend of £2 per share, with the addition of a bonus of 41, has been declared by the board, and will be payable on the 8th of June. The undivided balance, amounting to £275,695, is carried forward to next year's credit.

MORE DESEETERS.

Seamen Sampson and Hicks of the sailing ship *Adato* were charged before Mr. F. A. Hazeland at the Police Court yesterday with wilfully and negligently remaining in the Colony after the departure of their vessel on the 19th instant.

Sampson informed His Worship that he would not go back and work on board the ship as he could not stand the treatment he was subjected to.

Hicks said the same, and stated that he was marked all over the body through assaults he had received from the officers of the vessel. He had seen the Harbour Master, who informed him that he had nothing to do with it.

His Worship—Why didn't you come and see the Police?

Sampson—We did not know who to see, so we went to the Board of Trade.

His Worship—You should have seen the Police; you will probably now be a charge on the Colony. I will round the case until to-morrow. Another sailor from this ship was found on one of the hills surrounding Happy Valley by the Police early yesterday morning, and taken to hospital in a state of starvation. He had only had one meal in three days, and was too ill to appear at the Police Court yesterday to answer to the charge preferred against him.

TELEGRAMS.

["DAILY PRESS" SERVICE.]

CHANGE OF RUSSIAN
PLENIPOTENTIARIES.

LONDON, 13th July.

The *Daily Telegraph* reports that M. de Witte has been appointed to replace M. Muraviev as one of the Russian representatives at the Peace Conference.

This, it is pointed out, considerably brightens the outlook for a peaceful settlement.

ACCOUCHARMENT OF THE
PRINCESS OF WALES.

LONDON, July 12.

H.R.H. the Princess of Wales has given birth to a son.

HEAT WAVE IN ENGLAND.

LONDON, July 12.

A heat wave is being experienced in England, and many deaths have resulted.

[REUTERS' SERVICE.]

THE MOROCCO QUESTION.

LONDON, 11th July.

The French newspapers are satisfied with the Morocco agreement, as terminating the most serious crisis of the last 35 years. They do not, however, attempt to blink the fact that France has made heavy concessions.

THE PROPOSED KING OF NORWAY.

LONDON, 11th July.

Prince Charles of Denmark has been proposed as King of Norway.

PRINCE ARISUGAWA'S DEPARTURE
FROM ENGLAND.

LONDON, 11th July.

The departure of Prince Arisugawa from Southampton was an imposing spectacle. The *Prinzess*, flying the Japanese Imperial flag, left at 1 p.m., when a Royal salute was fired. Six destroyers flying the Japanese naval flag escorted the *Prinzess*.

Reuters' representative on board the *Prinzess* received a message for the nation from Japan, emphasizing the heartiness of the welcome to England, which His Majesty said cannot but increase the happy relations between the peoples and the courts. The feeling uniting the two nations was not merely the outcome of the alliance, to whatever degree that alliance may attain, but it sprang from the hearts of both peoples.

THE "PATSHAN" STABBING
AFFAIR.

The *as. Patshan* having arrived from Canton, we are informed that the stabbing incident reported in our previous issue was not so serious as first accounts made it appear.

The wounded man did not die. He was bandaged and removed to the American hospital, and, we are told, likely to recover.

The stabbing is understood to have been done while the injured man was struggling to recover his money from the thief, just as the *as. Patshan* was approaching the wharf at Canton.

A SHREWD GERMAN CRITICISM OF
ENGLAND.

There is an article in the *National Review* which purports to be written by a German resident in England, and deserves to be read most carefully, especially by the Little Englanders. It contains a number of home truths which, however unpleasant they may be, cannot be denied even by the most prejudiced among us. That while the public schools are good, inasmuch as they train character, but bad in that they neglect intellect, in the primary schools we attempt to train intellect without paying the smallest attention to character. The consequence is that the nation falls into two halves; one of which has character without full intellectual equipment, while the other has mediocre intellectual equipment without character. This difference between the two parts of the nation explains the apparent inconsistencies of England; why we succeed in India and Egypt, where men of character govern, and why we fail at home where our men of character are the powerless, before the characterless mob. The young man or woman in England leaves the knowledge that the position of the country was won by the sacrifices of past generations in war. Education in England is free, but it entails no corresponding duties. Germany long since granted free education, but it compels its men in return to serve in the Army, so that there is no injustice in the arrangement. *Globe*.

"Since I began to reflect I have been oppressed with the injustice done to women, the constraint put upon their natural aptitudes and their faculties generally, much to the degradation of the race—GEORGE MEERDTH in a letter to the editor of the *Coburn Leader*.

A DANGEROUS AND UNLAWFUL
CARGO.

At the instance of Inspector Macdonald, three seamen on board fishing junk No. 3,184 were charged before Mr. F. A. Hazeland at the Police Court yesterday with being in possession of 71 cations of gunpowder and three boxes of cartridges without a permit from the Captain Superintendent of Police, also that while having the said explosives on board, together with dynamite fuses and detonators, they did anchor their boat within 300 yards of other boats. Detective Cheung Cheong testified as to boarding the junk and finding the ammunition concealed in different parts.

The first defendant informed His Worship that he knew nothing about the matter, and the master of the junk had gone away.

His Worship—Do you wish for an opportunity of producing the master.

Defendant—No.

His Worship—If he is not produced I shall have to convict you. Do you now want an opportunity?

Defendant—No. I have nothing to say in the matter, only that the master went away as soon as the boat arrived in port.

The second defendant said he was a friend of the master's, and was taking rice on board when he was arrested; while the third said that he was a servant, and had no knowledge of the cargo the junk was carrying.

His Worship, to the first defendant—I will give you one last chance. Do you wish to produce the master?

Defendant—No. I cannot find him.

The case was remanded until to-day.

ABOUT SANDOW.

The "show" of Mr. Sandow, of physical culture fame, although entertaining enough, is something more than a mere entertainment; and we find that its advent in Hongkong is being eagerly looked for by all classes of soldiers, sailors, and civilians.

Mr. Sandow and Company are on the German mail steamer *Prinz Heinrich*, and are to open "positively" in the City Hall on Wednesday night, the 19th instant. Plans are already open for booking at the office of the Robinson Piano Co.

It is interesting to note that the claim of Hovas, the Polish strong man, whom Mr. Sandow dismissed at Panang, has been settled out of Court. The agent-in-advance informs us that £75 was paid, so that the party should not suffer from the law's delays at Singapore.

CIVIS BRITANNICUS SUM.

The *Sydney Trade Review* says "it was remarkable how keen business men gave their time to attend the various functions" in connection with the celebration, for the first time in New South Wales, of "Empire Day." A particularly successful assembly was that at the Royal Exchange, presided over by the President of the Sydney Chamber of Commerce.

We gather from the report that it was an object lesson of the unity of the Empire. The agent for Canada in a speech said the British Empire would endure so long as its colonies pulled together. Deacy was talked of a century ago, but its trade and commerce had grown twelve times since, and its financial power sixteen times; and it was growing still. Throughout Australia, it appears, there was no "Jingoism," only patriotic pride at participation in a great Empire.

ALLEGED EMBEZZLEMENT.

Li Kwai, a folk in the employ of the Kwong Hing firm, of No. 338 Sai-yuen Lane, was charged before Mr. G. N. Orme at the Police Court yesterday with feloniously and fraudulently embezzling and stealing a sum of \$50, money of the said firm.

Mr. G. E. Morrell (of the Crown Solicitor's office) prosecuted and Mr. C. E. Bovis (of Messrs. Wilkinson and Grist) appeared for the defendant.

Mr. Morrell stated that at the beginning of the year the defendant was engaged by the Kwong Hing firm as buyer and seller. He had no authority to collect money, but on three occasions went out and collected certain moneys due to his employers from other firms. This was never accounted for, and the defendant was only found out when the managing partner went to collect these moneys and was informed that they had been paid to the defendant, who admitted having received them. The defendant was pressed to repay the money, but absconded four days afterwards, and was not heard of again for some time. After hearing that the managing partner of the firm had absconded, he returned to the Colony and stated that he had repaid the money. He went to the shop while the new manager was busy at the godowns, and when the manager returned he found the defendant making alterations in the account book. The supposed absconded partner, however, turned up, and the defendant was arrested.

Evidence was led and the case adjourned.

THE CHINESE "WHO'S WHO?"

We have received from Messrs. Kelly & Walsh a book which is fully entitled to the description suggested in the above heading. It is, however, officially styled "List of the Higher Metropolitan and Provincial Authorities of China." It includes a genealogical table of the Imperial Family; and was compiled by the Chinese secretaries, H.B.M. Legation, Peking, and corrected to May 31st, 1905, by Mr. S. E. Meyers, Assistant Chinese Secretary. The English renderings of the names are alphabetically arranged, followed, in parallel columns by the Chinese names, the province, the degree or office, and then the biographical data.

SUPREME COURT.

Thursday, 13th July.

IN BANKRUPTCY.

BEFORE SIR F. T. PIERCE (CHIEF JUSTICE).

LAI HING FIRM EX PARTE MA LEUNG KO.

Ma Fat Ting, debtor, was publicly examined. He said—I put in the 20,000 into the bank myself. The others, some more, some less. The rate of interest I received was 80 per cent per year. If there was a profit I also had a bonus. Last year there was no bonus. This year before I received about 800. The bonus was calculated at every 500, 515. That is irrespective of profits. The profits were divided according to capital. All the profits were not divided. All the profits last year were put into the shop. The Wang Fung Company has taken the monopoly of the Wai Shing lottery in the Kwangtung Province. The Li Hing firm advanced 310,000 to the Wang Fung Company. This amount is approximate. The Wang Fung Company wanted the money to pay for the monopoly. We advanced the money at 12 per cent per month to them. The interest resulting went into the profits of the Lai Hing. I received 800 per month from the Wang Fung Company. All those who had shares did likewise. That was what the agreement was. I had a share in the Wang Fung Company. I have 800,000 odd with the Wang Fung Company now. If the capital is \$1,000,000 and the profits \$1,000,000 then the profits on a \$1,000,000 share would be \$10,000 in the Wang Fung. I get wages as well as profits from the Wang Fung. My wages last year amounted to \$6,000. This is not my share in the profits. This is how the agreement was made. If you have a \$50,000 share in the Wang Fung then you have \$500 per month. I had nothing to do with the making of the Wang Fung Company. There were a number of persons who were not partners in both the Lai Hing and Wang Fung Company.

By the Official Receiver (Mr. Wakeman).—The office of the Wang Fung was to be above the U. Shun, in Bonham Stand East, but the U. Shun is now closed. I do not remember the number of the house, it was close to one of the houses belonging to the Lai Hing, bought from the Wai Lung Shan. The manager of the Wang Fung in Hongkong, is So Pat Ting. The Wang Fung and Lai Hing are not the same. I do not know No. 23, Elgin Street. I do not know the street; I never paid rates for that house. I do not know No. 50, Upper Lascar Row. The Lai Hing never paid rates for property other than their own, except in Lyndhurst Terrace. Inland Lot No. 107 is mine and Lu Wai Chun's. I received a letter from Messrs. Stokes and Platt, of Shanghai, asking for some deeds. The deeds referred to property in Canton. Everyone in the Wang Fung received a similar letter. I never received the deeds. They are with the Hongkong and Shanghai Bank. Lau Wai Chun handed them over to the bank. It was in a matter of bills of exchange as security in connection with Lau Wai Chun's property in Canton. The deeds that had to do with the bills of exchange were the Lai Hing, the Wing Shing Lung, the Lai Fung, the King Wa, and the I Shun. Lau Wai Chun is in Shanghai. He had a share in the Wang Fung Company. Lau Wai Chun deposited the deed with the bank on account of bills of exchange, as security for the Lai Hing and others. Lau Wai Chun sent the deed to Lau Wai Chun as a compromise of the bank. The books of the Wang Fung have never been brought into Court. (Witness produced three books). These books were given to me by the accountant of the Wang Fung Company. His name is So Pat Ting. These are all the books. These give the whole of the transactions. The accountant of the Wang Fung can be found though I do not know where he is at present. I have not the cash ledger of the Lai Hing; the accountant has it. He is in Fan Hing. He went away two days ago.

By the Court.—The chief office of the Wang Fung Company is in Canton. Hongkong people are not invited to take part in the lottery. There was an office of the Wang Fung Company in Hongkong because there were shareholders here, and money was sometimes given from here. The office consisted of one room only. The Wang Fung has no other business but the lottery. The money we had to pay for the monopoly was \$1,000,000, more or less.

Hearing continued.

SHANGHAI LANDS DIVIDEND.

Messrs. Benjamin Kelly & Potts were informed by wire yesterday that the Shanghai Land Investment Co., Ltd., has declared an interim dividend of 1s. 3d. per share.

AN UNCHARTED ROCK OFF NAMOA ISLAND.

A hydrographical note received by the Hongkong Chamber of Commerce describes an uncharted rock discovered by H.M.S. "Widdow" on 11th July. It is at 23° 26' North Lat. and 117° 19' East Long., eastward of Namoa Island, S.E. China. There is 23 feet of water over it at low water, and depths of eight and ten fathoms close around. From the rock Lamook Island High Light bears S. 55 deg. W. dist. 11 1/10; and North Point Namoa Island bears N. 73 deg. W. The rock is marked by "tide rips" during the strength of tide. The position as given must not be approached within half a mile, the existing chart (No. 1857) being incorrect as regards the points mentioned. Note: Bearings magnetic.

THE JAPANESE COMMISSARIAT IN MANCHURIA.

[FROM "THE GLOBE," ST. PETERSBURG CORRESPONDENT.]

Since the beginning of the Manchurian campaign the Commissariat Department of the Japanese Army has had a double duty to perform; not only to call upon to feed the immense bodies of troops, but to feed the numerous coolies serving with the Japanese as guides, porters, and workmen. Although Manchuria is a rich country and quite capable of supporting a large army in the low-lying regions, it was not until the Japanese have failed greatly on the food to be found locally. In the former campaigns in 1894-1895, and in 1900, they supported themselves entirely on food supplied from home, while in 1904 they had their food sent from Japan. M. Nedelitz, the war correspondent of the *Krasniy Izvestiye*, the leading Russian military organ, says that at the beginning of the campaign Kuraki's army reported principally in the hilly and poor region, and that when the Japanese columns came down into the plains they found the latter had been exploited already by the Russians in their retreat. However, in case of need the Japanese could feed themselves of the local resources. That they did so is proved by the fact that the military authorities published the prices themselves extremely low, at which the Chinese population is bound to supply the Japanese with food of various kinds. It is known also, that the Japanese Commissariat has made large purchases of provisions by means of commissaries sent into Northern China and Mongolia. This latter province has furnished all the cattle required by the Japanese.

The problem of feeding the Japanese forces is rendered very much easier by the vast quantities of the ration, which do not include bread. The rations for 1904 were made up as follows: they are very probably the same to-day, perhaps with a slight increase of meat—Rice, 300 grammes (10 2/3 ounces—3.23 oz.); fish meat, 400 gr., or 200 gr. of salt fish, or 1 1/2 gr. of dried fish (these quantities were increased by 70 gr. per day when the troops were on the march); fresh cabbage, 400 gr., or 150 gr. of dried cabbage; 100 gr. vegetables; 200 gr. of seasoning (oil, 100 gr.; sugar, 20 centigrams). The commanding officer can order, as extras, 2 gr. of sugar per day and 10 centigrams and five eggs per week. The forage for the horses consists of 30 kilograms of oats, 2 kilograms of hay, and two of straw. This ration does not grow oats. The draught cattle and horses used by the Chinese are fed on millet and manure, which grow abundantly; the Kirghiz horses take to this kind of provender very quickly, and it is quite likely that the Japanese horses have done the same. Hay is scarce, and it has to be imported from China. The straw is replaced likewise by the stems and leaves of maize and millet. The absence of butchers' meat has been remedied by the presence of poultry, which is extremely abundant in Manchuria.

The transport of all kinds of provisions from Japan is facilitated by the fact that the Japanese have taken to the sea and land preparation and packing. The meat and fish are tinned. The vegetables are dried. Tea and sugar are compressed into tablets, and forage and hay are also sent out in compressed bundles. For taking the place of rice, biscuits have been made of mixed wheat, flour and rice. The transport of the food required by the Japanese forces has been favoured clearly by the numerous boats which have taken place after every important battle, for the convoys have not been compelled to hurry with the troops. But all the evidence goes to show that the transport branch of the commissariat service has worked extremely well. During the halt on the Sha-ho temporary stores were established in the zone occupied by the forces, and these stores supplied food directly to them; these stores were themselves supplied in turn by auxiliary convoys formed out of the local carts, for whenever they could do so, the Japanese have been taking to the land. The Japanese troops were entirely under the charge of the Chinese, and thus not a Japanese had to fight had to be taken from the ranks.

When the troops are on the move, the supply of rations is carried in the rear. According to some authorities, the Japanese soldier carries three days' rations of cooked rice; the regimental train carries one-day's supply of food, and the administrative convoys carry four days' rations; other observers say that the soldier carries four days' rations, while the regimental train and the convoys carry six days' rations. In the case of the horses, one day's ration of oats is carried on the saddle, and five days' supply by the convoys. During the long engagements at Lin-wang, on the Sha-ho, and at Mukden, the Japanese lived entirely on the rations which they carried, and on those furnished by the regimental train and the convoys. The progress of these operations showed that the Japanese supply was secured all through them. The Russian convoys, left behind at Mukden, have testified to the excellent and quick working of the Japanese trains and convoys at that place. The Japanese do not appear to have met with difficulties in finding supplies of fuel, although there is a scarcity of timber in Southern Manchuria. It ought to be remarked that the absence of bread in the Japanese rations makes the question of fuel of less importance. However, when on the march, the Japanese seem to have two hot meals every day.

With regard to clothing, the Japanese troops do not seem to have suffered, and supplies of new clothing have always been forthcoming. In this respect also the Russian authorities have a great deal to learn from their opponents. All the war correspondents, including the Russians, agree in saying that, with very rare exceptions, the Japanese soldiers have always been well clothed and in goodly well equipped with footwear. When the cold nights were coming on, the Japanese received supplies of warmer clothing in good time. Altogether, it is clear that the Japanese Commissariat Department has worked solidly and well in its endeavours to meet the great needs that have been made upon it, and the excellent results obtained by it in feeding the large army on foreign soil is a further proof of the thoroughness with which Japan is determined to wage war when the signal for battle should be sounded.

THE WHITE AUSTRALIA QUESTION.

THE ASSOCIATION OF AUSTRALIAN LAWS—HARD ON THE P. & O. COMPANY.

Sydney, June 7.—Two masters of P. & O. steamships were proceeded against to-day for having permitted prohibited immigrants to enter the Commonwealth. Mr. Asche, on behalf of the P. & O. Company, said that these persons were very hard on the company, which only took the service of the sea, but was put to great trouble and expense. The Indians could not be prevented from leaving the vessels, as they were British subjects and entitled to go ashore. The company was thus placed as it were, between two fires. A fine of £10 was imposed in one case and of £5 for each missing man in the other. It was stated that since the Immigration Restriction Act came into force there have been 19 prosecutions under it in the State.—*Western Mail*.

THE WAR SCANDALS REPORT.

Following are some typical comments from the British Press:—

"TASTELESS BUCRETIC." It remains a paper which must cause a profound impression not merely amongst the lovers of scandalous "sensations," but amongst all who have at heart the honour and the welfare of the Army and of the Empire. That impression would have been still deeper with responsible men were it not for the extravagant and tasteless rhetoric in which much of the report is clothed.—*The Times*.

WAR OFFICE RESPONSIBILITY.

"The report is but the beginning of the thorough and drastic inquiry which is now necessary to reach that hitherto impendable background where some deeper calculator has his abode."—*Westminster Gazette*.

AN APPALLING PICTURE.

The story revealed is an appalling picture of commercial rapacity and military ineptitude and dishonesty. If the Butler Committee can prove their case, and the report has honesty and independence to wit broad upon it—then the British people have revealed to them one of the greatest scandals in our military history.—*Scotsman*.

ONE OF THE MOST ASTONISHING DOCUMENTS EVER ISSUED TO THE PUBLIC.—*Daily Mail*.

UNEXAMPLED IMPUDENCE.

The unexampled impudence of these vast frauds takes our breath away. There has been nothing like them in modern annals. The Russian Grand Dukes may well be ashamed of their petty squabbles. They are but amateurs compared to the British contractor who finds in the Union Jack a "commercial asset."—*Star*.

CYCICAL CORRUPTION.

If the nation views aside with indifference to the public about Empire, to think long and hard at the bidding of party politicians, and to close its eyes to the spectacle of inextinguishable and cynical corruption, then, indeed, is the same hour of England's greatness near at hand.—*Liverpool Daily Post*.

THIS SHOULD BE AN EPOCH-MAKING DOCUMENT.

We are unable to see that any plea can excuse the publication of a document of this kind, entirely devoid of judicial character and even of judicial tone, and throwing suspicion abroad upon a number of officers of the Army and other persons.—*Morning Post*.

NOT JUDICIAL.

We are unable to see that any plea can excuse the publication of a document of this kind, entirely devoid of judicial character and even of judicial tone, and throwing suspicion abroad upon a number of officers of the Army and other persons.—*Morning Post*.

DISGRACEFUL.

The Government which refused to prosecute Whitaker Wright has added to its laurels. The Secretary for War is obviously desirous of whitewashing the matter in this disgraceful scandal. This is the only explanation which fits its astonishing pretence.—*Daily News*.

LIKE THE ARABIAN NIGHTS.

The details of Messrs. Meyer's transactions read like a little bit out of the Arabian Nights, and for the future we should be chary of flinging stones at the army contractors in Russia or in the United States; and, indeed, there is no way for some time to come of the methods administered by the Russian army the better.—*Globe*.

A BEAUTIFUL SYSTEM.

The crowning triumph of the system is exhibited by the history on one occasion, when, after local Customs of £16,000 and railway carriage to boot, was disposed of for a total sum of £13,000. There are countless nuggets of mystery brewed up and down the pages of this report.—*Pall Mall Gazette*.

UNDUE DELAY.

Our admiration for Mr. Arnold-Forster's attitude of detachment and impartiality would be greater if the "anomalies" of which the Committee complains had taken place yesterday or the day before. But it is no credit to him that eight or ten months or two years after the transactions concerned the trial should not have advanced further than the statement of the case for the prosecution.—*Manchester Guardian*.

THE OBLIGATION OF AN EMPLOYEE.

On July 6th the *Singapore Free Press* reports: "This morning, before Mr. E. C. Brown, sitting at the Bench, Mr. Abdul Kadir, an engine-driver and press-man, was charged with leaving his employment in the *Singapore Free Press* without notice. The summons was under section 15 of the Labor Contract Ordinance. The defendant left his employment on March 2 without any notification whatever, so that an unskilled man had to be temporarily employed, the result being a breakdown of the engine and a considerable loss to his employers. Defendant was fined \$20 and costs."

A SPOILED PHOTOGRAPH.

Some hundreds of photographs of President Roosevelt's hunting party, taken recently on their return from the hunting trip, have been ordered to be destroyed because of the inclusion in the plate of a pretty young woman posed in the background. The intruder is the correspondent of a Denver (Colorado) newspaper, and at a moment when the photographer was busy she rode up unobserved from the rear, and, without the knowledge of Mr. Roosevelt and Dr. Lambert, herself between Mr. Roosevelt and the camera. The President's objection, which has resulted in the order for destroying the pictures, is based on the girl, which the girl wore. The shirt lacked many inches of touching the ground, and the cooled hat, bandanna handkerchief around the neck, and sleeves rolled up in washerwoman style made her appearance decidedly grotesque.

THE RAJAH OF SARAWAK.

With reference to the letter to the *Times* from Singapore, which appeared in the *Times* of May 1st, *The Times* is now informed by the Borneo Company that they have received the following telegram from His Highness the Rajah of Sarawak:—"Singapore telegram is very misleading. A corporal guard only was landed at Lawas. There was no trouble and none was anticipated. The Pangerans are friendly; no coercion is required. The transfers to Sarawak of the land and feudal rights have already been completed in every way satisfactory. The Pangerans have no wish to intrude and have not opposed the transfer; not more than 30 men in the interior are not friendly to the Pangerans. Mr. Brooke Johnson has no rights, being in the service of the chiefs under agreement. He is leaving Lawas; there is no question of eviction."

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—On the 13th at 1.55 a.m. Pressure is inclined to give way. Tall stations. The gale breeze is lying over the Pacific to the E. of the Looches, and the lowest over N. China. Gradients continued light and light S.E. winds will probably prevail in the Tormoa Channel, and over the N. part of the China Sea. Forecast:—Light S.E. and E. winds; fair.

GERMAN NAVY NOTES.

The *Danziger Allgemeine Zeitung* states that the new German battleships *Preussen* and *Neuen* are ready, and will probably join the active battle fleet in the autumn. The battleships in course of construction are the *Lothringen*, which was launched in May at the Schichau yards, Danzig; the *Deutschland*, which will be launched in November at the Germania yards, Kiel. The *Lothringen* and *Deutschland* are expected to be ready in the summer of next year; they were laid down in 1903. In 1904 the battleship "O" was laid down at the Vulkan yards, Berlin, and "P" at the Imperial yards, Wilhelmshaven; both vessels will probably be launched this year and finished in 1907. The battleship "Q" was laid down this year at the Germania yards, Kiel, and "R" at the Schichau yards, Danzig.

According to the same newspaper the new German cruiser *Berlin* has been continuing her trials with various kinds of propellers, and with the blades of the propellers at different degrees of pitch. With the Zeise propeller she attained a speed of 23.015 knots. She afterwards went into dock and exchanged her Zeise for a more powerful, and then continued the trials in order to ascertain the best type of propeller and the most effective degree of pitch.

The *Hannover Courier* states that the German active battle fleet consists at present of 13 battleships, two large cruisers, six small cruisers, two tenders, and two flotillas of sea-going boats. In the first squadron are the battleships *Kaiser Wilhelm II.*, *Wittelsbach*, *Zähringen*, *Mechlenburg*, *Heligoland*, *König Albert*, and *Kaiserin Augusta*. In the second squadron are the battleships *Kaiser Friedrich III.*, *Brandenburg*, *Westphalen*, *Worms*, *Blücher*, and *Frederick Heinrich*. The two large cruisers are the *Frederick Karl* and *Praha*. The six small cruisers are the *Arcona*, *Franklob*, *Humburg*, *Arcona*, *Medusa*, and *Amazone*.

The Germania Yards have received the order to build a division of sea-going boats which will bear the numbers 132 to 137. When completed the number of these modern sea-going boats in the German navy will be 38, of which 36 have been built by Schichau. This latter firm has just launched the first of the deep sea boats which it is building for the Italian navy.

RUSSIA AND FRENCH CAPITALISTS.

NO MORE LOANS FOR THE WAR.

The financial correspondent of the *Times* in Paris writes:—In view of the conflicting reports which reach us from St. Petersburg as to the course to be taken by Russia after her recent disaster, the momentous question has been asked: how will the Russian Government and the necessary resources to pursue the campaign in the East and will it be able to raise the large amount of money abroad? After difficult inquiry amongst prominent French bankers, it can safely be asserted that no Russian loan can be floated here, in case it should be decided to continue the war. The large credit institutions would not grant the loan, and moreover, the French Government would not permit it. It is a well-known fact that no foreign state loan can be placed in this market without the assent of the Ministers of Finance and of Foreign Affairs. Now it happens that both these portfolios are in the hands of M. Rouvier, who is said to be absolutely opposed to the issue of any new Russian loan, so long as the war goes on. It has been intimated that Russia could obtain a temporary advance from French bankers, even at a high rate, to be reimbursed from the proceeds of a public issue when that became practicable; but I learn, on good authority, that the lending houses here would not be able to raise the money, it becomes apparent, therefore, that Russia cannot hope to raise funds in France with a view to prolonging hostilities, and if she is determined not to make peace at present she must fall back on her own internal resources in order to go on fighting.

There is already an enormous quantity of Russian bonds held in this country, which are widely distributed among the people, but which have practically no market outside of France. For this reason, the lending houses here would not be able to raise the money, it becomes apparent, therefore, that Russia cannot hope to raise funds in France with a view to prolonging hostilities, and if she is determined not to make peace at present she must fall back on her own internal resources in order to go on fighting.

A RISK THAT ALL WARSHIPS RUN.

It appears to be considered, even by Admiral Togo himself, that the capsizing of the battleships *Naraura*, *Borodino*, *Alexander III.*, and *Kravis* was due to some fault in their design. In "Naval Development in the Nineteenth Century," published two years ago, there is a discussion of this question in the chapter on "Armored Ships." Three sentences on this point seem to be very much to the point:—"The modern ship of war, with her 'protected' or 'monocoque' hull, is in danger of capsizing when wounded under water, to an extent unknown 50 years ago. The increased risk of capsizing, before sinking, in the wounded ship of war of to-day, is not peculiar to any class, or to any navy. Officers should have practical demonstration of these effects of wounds through the armor, and thus learn how much and how low the cost and labor to arrangements for flooding and for pumping are worth."

DRINK AND SMOKE.

According to a return issued recently, the population of the United Kingdom—per capita—is drinking and smoking less than it did in 1889.

	Consumption per Head (Gallons)	1889	1904	1898	1904
Wine	13,399,100	11,185,508	0.42	0.28	
Beer	12,103,373	13,123,679	31.96	28.12	
Spirits	22,403,085	22,132,407	1.05	0.83	
Tobacco	10,993,727	13,184,767	1.97	1.95	

Since 1889 all the duties on liquors and tobacco have been increased 1s.; wine by 3d. from 1s. 1d. to 1s. 4d.; beer by 1s.; and spirits by 6d. a gallon, and tobacco by 4d. a lb.

THE WEATHER IS MORE SETTLED.

NOW: LOOK UP YOUR CAMERA.

If you find it to be mouldy send it to us and we shall clean and re-varnish it for you FREE OF CHARGE. Be quick, as cameras sent in after the 25th inst. will be subjected to the usual charges.

LONG, HING & CO.

17, QUEEN'S ROAD.

Hongkong, 13th July, 1905.

DISSECTING A COMPANY PROSPECTUS.

Readers of "Martin Chuzzlewit" will remember that celebrated statement, "The Anglo-Bengalee Disintegrated Loan and Life Assurance Company," the chairman of which was that fictional arch-dead of company managers, the renowned Montague Tigg, or Tigg Montague, as he became for company purposes "What," asks the secretary and resident director (one David C. Arnes, "is the paid-up capital according to the prospectus to be?" The procedure as to the fixing of the capital must be recognized as original, at any rate. The amount was to be limited only by the exigencies of space—in short, to quote the chairman's exact reply, it was to consist of "a figure or two, and as many oughts as the printer can get into the line." It is hardly going too far to say, therefore, as it may appear in the various Periodicals, Acts of Parliament, reports, &c., &c., notwithstanding, the mode of fixing capital in Mr. Tigg Montague's company is equalled, if not surpassed, in cool audacity by unscrupulous promoters even of the present day, who have worthless enterprises to foist upon an unsuspecting public. It should be recognized that only a small percentage of public companies are ever issued without the interest of the promoters being directly antagonistic to those of the investors. The motives for forming a company are many and various, but one motive is always absent, and that is the motive to benefit the investor. Incidentally he may be benefited, but primarily the object of the venture and promoter is to give as little in return to the investor who subscribes the capital as is consistent with the ultimate aim of obtaining the aforesaid capital.—*Magazine of Commerce*.

DEATH OF SIR J. WILLOX.

A Liverpool telegram announces the death of Sir John Archibald Willox, principal proprietor of the *Liverpool Courier*, and until recently a Conservative M.P. for the Everton division, Liverpool. Sir John was what may be called a self-made man. He entered the office of the newspaper of which he subsequently became proprietor as a youth, and became in turn a reporter, a sub-editor, and for twenty-five years editor. He took a great interest in all that appertains to journalism and journalists, having been largely concerned in the affairs of the Press Association as a member of its Committee of Board, the Institute of Journalists, the Newspaper Society, and the Newspaper Press Fund. He also took great interest in all forms of sport. He married the widow of the late Thomas Cope, and became interested in the manufacture of tobacco in London and Liverpool, trading as Cope & Co.

Sir John resigned his seat in Parliament at the beginning of this year, on account of ill health. He was only 63 years old at the time of his death, having been born in Edinburgh in 1842.

ENGLAND REFUSES TO PUT PRESSURE ON JAPAN.

IMPORTANT CAPTURE. Great Britain, it is stated, has declined to try to make Japan moderate her terms of peace. The present war being the result of the bantful interference of European Powers in the China-Japanese treaty of 1895, Great Britain does not want a repetition of that experience. The Japanese Press is unanimously opposed to an armistice, and reports from the theatre of operations in Manchuria show that Marshal Oyama is far from relaxing his efforts. He has not only forced Lincol to withdraw the Russian headquarters to Kirin, but threatens to make the hostilities General speedily withdraw them to Harbin, unless he carries out his promise to make a desperate stand, for the capture of Omsk brings the Japanese to a point seventy-five miles due east of Kirin. The isolation of Vladivostok will also be an accomplished fact shortly, as Omsk is in a direct line between Kirin and Vladivostok.

ARMS AND AMMUNITION CAPTURED BY THE JAPANESE.

The total quantity of Russian arms and ammunition captured by the Japanese since the battle of the Yalu is as follows. The list does not include the armament of the captured naval vessels.

Name of Battle	Units	Rounds of Rifle Ammunition	Rounds of Rifle Ammunition
The Yalu	20	58,717	1,021
Fenghuangcheng	307	—	181,000
Yalu	73	367	—
Hailuogang	10	1,121	958
Hailuogang	—	—	600
Yalu	6	570	63
Yalu	2	—	600
Yalu	3	10,056	3,478
The Shantung	45	6,920	5,474
Port Arthur	228	206,734	24,504
Heiketai	—	—	2,000
Mukden	60	227,700	62,000

Total: 614—92,165—112,702 34,370,188

THE LIBRARY AND MUSEUM.

The City Hall Museum is closed, until further notice, for repairs. The Library, also, will be closed on Monday next, for repairs, until further notice.

A public reading room for newspapers and magazines will be opened on the first floor of the City Hall daily from 9 a.m. to 6 p.m. All books out on loan should be returned to the clerk in the reading room, but no books can be issued until the Library is reopened.

LATEST STEAMER MOVEMENTS.

The str. *Gregory* Apoor, from Calcutta, left Singapore on the 12th inst. p.m., and may be expected here on the 17th inst. The O.S.S. & C.M. str. *Peking* left Singapore yesterday morning, and is due here on the 18th inst.



CLARETS.

	1 doz.	2 doz.	4 doz.
VIN ORDINAIRE	\$4.75	\$8.75	\$8.75
COTES	5.25	6.25	9.25
MEDOC	5.75	6.75	9.75
ST. EMILION	6.75	7.75	10.75
MARGAUX	7.00	8.00	11.00
ST. JULIEN	8.00	9.00	12.00
ST. ESTEPIE	10.50	11.50	14.50
COG. ST. MICHEL	12.50	13.50	16.50
CH. LEOVILLE	13.00	14.00	17.00
CH. LAROSE	13.00	14.00	17.00

AMERICAN.

CALIFORNIA	\$4.75	\$8.75	\$8.75
ZINFANDEL	5.75	6.75	9.75

SPANISH.

VALDEPENAS	\$4.75	\$8.75	\$8.75
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12, QUEEN'S ROAD CENTRAL.

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FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAPAN
AND SUMATRA PORTS.

EUROPEAN SERVICE.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL	"PATROCLOS"	On 14th July.
GLASGOW and LIVERPOOL	"ACHILLES"	On 28th July.
GLASGOW and LIVERPOOL	"ANTENOR"	On 3rd August.
GLASGOW and LIVERPOOL	"MACHAON"	On 4th August.
GLASGOW and LIVERPOOL	"OBELISK"	On 5th August.
GLASGOW and LIVERPOOL	"ULYSSES"	On 9th August.
GLASGOW and LIVERPOOL	"ODYSSEUS"	On 10th August.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM and ANTWERP	"HYSON"	On 18th July.
GENOA, MARSEILLES and LIVERPOOL	"TELEMACHUS"	On 24th July.
LONDON, AMSTERDAM and ANTWERP	"AJAX"	On 1st August.
LONDON, AMSTERDAM and ANTWERP	"IDOMENEUS"	On 15th August.
GENOA, MARSEILLES and LIVERPOOL	"STENTOR"	On 20th August.
LONDON, AMSTERDAM and ANTWERP	"PAKLING"	On 28th August.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

Operating in conjunction with

THE NORTHERN PACIFIC RAILROAD CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND
COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and PACIFIC COAST PORTS	"KEEMUN"	On 17th July.
NAGASAKI, KOBE, and YOKOHAMA	"MACHAON"	On 7th August.
FROM	STEAMERS	TO SAIL
TACOMA, SEATTLE, VICTORIA, and PACIFIC COAST	"TELEMACHUS"	On 15th July.

For Freight, apply to—

BUTTERFIELD & SWIRE, AGENTS. [9-10]

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNS- VILLE, BRISBANE, SYDNEY and MELBOURNE	"CHINGTU"	On 14th July.
CHINA and LIOLO	"KAIFONG"	On 15th July.
CHONG and NEWCHANG	"HUPEH"	On 15th July.
SHANGHAI	"KWEILIN"	On 16th July.
MANILA	"TAMING"	On 18th July.
SWATOW, CHEFOO, WEIHAWEI, and TIENTSIN	"CHIHIL"	On 18th July.

* The attention of Passengers is directed to the superior accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unsurpassed Table. A daily qualified
Sergeant is carried.
* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
* Taking Cargo and Passengers at through rates for all New Zealand Ports and other
Australian Ports.
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS.
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IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.
STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT
SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.
PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON
AND SOUTH AMERICAN PORTS.
STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS
AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES
IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

STEAMERS	SAILING DATES
"SACHSEN"	THURSDAY 20th July
"SACHSENHOF"	WEDNESDAY 2nd August
"PRINZ HEINRICH"	WEDNESDAY 16th August
"PRINZ BISMARCK"	WEDNESDAY 30th August
"PRINZ BISMARCK"	WEDNESDAY 13th September
"PRINZ BISMARCK"	WEDNESDAY 27th September
"PRINZ BISMARCK"	WEDNESDAY 11th October
"PRINZ BISMARCK"	WEDNESDAY 25th October
"PRINZ BISMARCK"	WEDNESDAY 8th November
"PRINZ BISMARCK"	WEDNESDAY 22nd November
"PRINZ BISMARCK"	WEDNESDAY 6th December
"PRINZ BISMARCK"	WEDNESDAY 20th December

ON THURSDAY, the 30th day of JULY, 1905, at NOON, the Steamship
"SACHSEN," Captain E. v. Litten-Petersen, with MAIL, PASSENGERS,
SPECIAL CARGO, will leave this Port for above, calling at NAPLES and GENOA.
Shipping Orders will be granted till Noon on TUESDAY, the 18th July. Cargo can
be received at the Agency's Office until Noon on WEDNESDAY, the 19th July.
Contents of Packages are require 1. No Parcel Receipts will be signed for less than 25s.
and parcels should not exceed Two Feet Cubic in Measurement.
The Steamer has splendid accommodation, and carries a Doctor and Stewardess.
Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS. [12]

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG STRAITS INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR
OPERATING IN THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	TONS	CAPTAIN	TO SAIL AT DAYLIGHT ON
"NUMANTIA"	4,370	Feldmann	July 22nd, 1905.
"ARABIA"	4,483	Metzenbach	August 12th, 1905.
"ARAGONIA"	5,198	Schuldt	September 1st, 1905.
"NICOMEDIA"	4,370	Wegmann	September 26th, 1905.

Through Bills of Lading issued to Pacific Coast Points and 4 Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 14th July, 1905.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA
AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND
VICTORIA, B.C.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

R.M.S. Proposed SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

"EMPEROR OF CHINA" 6,000 Tons Com. E. Archibald, R.N.R. WEDNESDAY, 2nd Aug.	"ATHENIAN" 3,882 Tons Com. S. Robinson, R.N.R. WEDNESDAY, 3rd Aug.	"EMPEROR OF INDIA" 6,000 Tons Com. E. Archibald, R.N.R. WEDNESDAY, 23rd Aug.	"TARTAR" 4,425 Tons Com. W. Davidson, R.N.R. WEDNESDAY, 13th Sept.	"EMPEROR OF JAPAN" 6,000 Tons Com. H. Pybus, R.N.R. WEDNESDAY, 20th Sept.
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Hongkong to London, 1st Class Intermediate on Steamers, and 1st Class Rail 410. " 422.

THE magnificent TWIN-SCREW "EMPEROR" STEAMSHIP passing through the
famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA to
VANCOUVER (B.C.) in 12 DAYS and make connection with the PACIFIC OVERLAND
TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" passengers only at
Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval
Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese
and Japanese Governments.

For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to

D. E. BROWN, General Agent, 9, Pedder Street.

INDO-CHINA STEAM NAVIGATION CO., LIMITED.

PROJECTED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
"MANILA" via SWATOW	"LOONGSANG"	Friday, 14th July, 4 p.m.
"SHANGHAI" via SWATOW	"FAUSANG"	Friday, 14th July, 3 p.m.
SINGAPORE, SOERABAYA and SAMARANG	"HINSANG"	Saturday, 15th July, 3 p.m.
TIENTSIN	"WOJANG"	Tuesday, 18th July, 3 p.m.
SINGAPORE, PENANG & CALCUTTA	"LAISANG"	Tuesday, 18th July, Noon.
SHANGHAI	"TAKSANG"	Tuesday, 18th July, 3 p.m.
SHANGHAI via NINGPO	"TUNGSHING"	Friday, 21st July, 4 p.m.
"MANILA"	"YUENSANG"	Friday, 21st July, 3 p.m.
SINGAPORE, SOERABAYA and SAMARANG	"CHUNSANG"	Friday, 21st July, 3 p.m.

* These steamers have superior accommodation for First-Class Passengers and are fitted
throughout with Electric Light.

* Taking Cargo on Through Bills of Lading to Chaofo, Tientsin and Yangtze Ports.

For Freight or Passage, apply to

H. H. HARRIS, 14th July, 1905.

JARDINE, MATHESON & CO., GENERAL MANAGERS. [18]

JAVA-CHINA-JAPAN LIJN,

REGULAR FOUR-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJILATJAP.	JAVA	First half of July	JAPAN via SHANGHAI	Second half of July
TJIPANAS.	JAPAN	Second half of July	JAVA PORTS	First half of August
BOGOE.	JAVA	Second half of July	JAPAN via SHANGHAI	First half of August
TJIMAH.	JAVA	Second half of August	JAPAN via SHANGHAI	Second half of August

The Steamers are all fitted throughout with Electric Light and have accommodation for a
limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports to
through Bills of Lading.

For Particulars of Freight and Passage, apply to the

HEAD AGENCY OF THE

JAVA-CHINA-JAPAN LIJN.

Alexandra Buildings, 3rd Floor.
Hongkong, 12th July, 1905. [16]

VESSEL ON THE BERTH

EAST ASIATIC COMPANY, LIMITED, COPENHAGEN.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO AND COPENHAGEN.

THE Charterers Norwegian Steamship

"MONTBLANC," will be ready to load for the above places on or about THURSDAY, the 20th inst.

For Particulars, apply to

MELCHERS & CO., Agents. [1623]

Hongkong, 7th July, 1905.

SHIPPING IN PORT.

STEAMERS.

ALDERSHOT, British str., 1,314, Adam, 24th July.—Chinking 20th June, General.

BARON FAIRLIE, British steamer, 2,323, J. I. Ulstrom, 6th July.—Calcutta 19th June, Coal—Order.

BLACKHEATH, British str., 1,719, W. T. Sherborn, 11th July.—Whang Ching 1st July, General.

BOURNE, French str., 991, Sisco, 10th July.—Saigon 7th July, General.—Chinese.

BRAND, Norwegian str., 1,519, J. Johansen, 12th July.—Chinking 6th July, Rice.—Chinese.

CARL DIERICHSEN, German str., 774, H. Schalkier, 12th July.—Haiphong via Hoihow 8th July, General.—Jensen & Co.

CARL MENZEL, German str., 984, G. Corrad, 14th July.—Cebu 7th July, Ba last.—East Asiatic Trading Co.

CHILDA, Norwegian str., 1,102, Arnesen, 9th July.—Calcutta 23rd June, Coal.—Aagaard, Thoresen & Co.

CHIVEN, Chinese str., 1,300, Chas. Stewart, 9th July.—Shanghai 5th July, General.—Chinese.

CHOWFA, German str., 1,655, T. Spiesen, 10th July.—Bangkok and Swatow 9th July, Rice and Wood.—Butterfield & Swire.

CHOWFA, German str., 1,115, H. Textor, 6th July.—Bangkok 29th June, Rice.—Butterfield & Swire.

CHENSANG, British str., 1,418, R. Cox, 12th July.—Pekalongan 3rd July, Sugar.—Jardine, Matheson & Co.

CLAN MACKENZIE, British str., 1,921, G. W. Wittman, 11th July.—Kobe 6th July, General.—Arnold, Karberg & Co.

CYRUS, British str., 2,174, J. W. Knox, 11th July.—Calcutta 29th June, Coal.—Order.

DREYER, Norwegian str., 1,102, Jons Bing, 17th June.—Hamburg 1st May, General.—Aagaard, Thoresen & Co.

EVA, Norwegian str., 470, O. Salvesen, 10th July.—Cebu 17th May, Coal.—Order.

FAUSANG, British str., 1,410, T. A. Mitchell, 8th July.—Shanghai 5th July and Swatow 8th, General.—Jardine, Matheson & Co.

GERMANIA, German str., 1,715, J. Petersen, 8th July.—Hoihow 4th July, Rice.—Jensen & Co.

GLADSTON, British str., 1,531, C. Crane, 12th June.—Moji 6th June, Coal.—Doddwell & Co.

HAICHING, British str., 1,267, A. E. Hodgins, 11th July.—Fochow, Amoy and Swatow 10th July, General.—Douglas Laprak & Co.

HALVAND, Norwegian str., 1,100, Andersen, 11th July.—Chinking 4th July, Sugar.—Chinese.

HEMANN MENZEL, German str., 1,684, W. Hansen, 8th July.—Moji 3rd July, Coal.—Chinese.

HERO, Norwegian str., 2,418, O. Syvertsen, 8th July.—Kuching 1st July, Coal.—Mitsui Bussan Kaisha.

HIMANG, British str., 2,144, J. Davis, 8th July.—Java 29th June, Sugar.—Jardine, Matheson & Co.

KAIFONG, British str., 986, Fitzroy, 8th July.—Cebu, 4th July, General.—Butterfield & Swire.

KAMPOT, French str., 490, Le Boid, 10th July.—Saigon 6th July, General.—Chinese.

KASHING, British str., 1,142, T. W. Pickard, 2nd July.—Chiao 27th June, General.—Butterfield & Swire.

KATHINE PARK, British str., 3,700, Copp, 12th July.—Chiao 4th July, Coolies.—Gibb, Livingston & Co.

KEONGWAI, German str., 1,115, Kohler, 8th July.—Bangkok 2nd July, Rice.—Butterfield & Swire.

KHALIF, British str., 2,291, J. H. Middleton, 29th June.—Barry Dock 2nd May, Coal.—Doddwell & Co.

KINGSLAND, British str., 2,291, T. B. Watson, 10th July.—Calcutta 22nd June, Coal.—Jardine, Matheson & Co.

KWILLIN, British str., 1,072, W. D. Bryner, 11th July.—Hoihow 7th July, Sugar.—Butterfield & Swire.

LAISANG, British str., 3,480, P. M. B. Lake, 4th July.—Calcutta 24th June and Singapore 4th July, General.—Jardine, Matheson & Co.

LOONGSANG, German str., 1,245, Kalkofen, 10th July.—Shanghai 6th July, General.—Stimson & Co.

LOONGSANG, British str., 1,092, G. S. Weigall, 10th July.—Manila 7th July, General.—Jardine, Matheson & Co.

MACHOW, German str., 995, Harjes, 12th July.—Bangkok 6th July, General.—Butterfield & Swire.

MANCHE, French str., 3,490, Norward, 10th July.—Hoihow 7th July, General.—M-Speries Martineau.

MARAGON, British str., 4,397, W. H. Selby Hall, 11th July.—Bomby 24th June, Twist and Cotton.—P. & O. S. N. Co.

MONGOLIA, American str., 3,750, W. P. S. Porter, 11th July.—San Francisco 7th June, Moja and General.—P. M. S. S. Co.

M. STURVE, German str., 991, P. Brandt, 10th July.—Mauritius 15th June, 5,769, pags. Sugar.—Chinese.

NEVER HALL, British str., 3,840, Allan Buck, 11th July.—Barry 26th May, Coal.—Order.

NORDPOT, Norwegian str., 2,428, Staltz, 23rd June.—Kelong (Formosa) 21st June, General.—Shewan, Thomas & Co.

NUMANTIA, German str., 2,891, H. Brahmer, 10th July.—Moji 5th July, General.—Portland and Asiatic S.S. Co.

PETROBAT, German str., 1,263, G. Hillmann, 11th July.—Bangkok 4th July, Rice and General.—Butterfield & Swire.

REBI, British str., 1,519, A. H. Nolly, 10th July.—Manila 8th July, General.—Shewan, Thomas & Co.

SAINT DEBOULES, British str., 2,107, Barr, 10th July.—Newcastle (N.S.W.) 13th June, Coal.—Order.

SANSEER, German str., 993, F. Rehboldt, 12th July.—Bangkok 5th July, Rice.—Melchers & Co.

TAISATA, British str., 1,121, J. T. Laine, 12th July.—Hoihow 8th July, Sugar.—Bradley & Co.

TAIWAN, British str., 1,459, L. Dawson, 26th June.—Australia and Manila 24th June, General.—Butterfield & Swire.

TARSANO, British str., 977, McClure, 9th July.—Wuha 5th July, Rice.—Jr. Quo, Mathe-son & Co.

TELEMACHUS, British str., 1,300, Williamson, 5th July.—Saigon 1st July, General.—Chinese.

TJILATJAP, Dutch str., 2,475, W. Koops, 11th July.—Macassar 2nd July, General. Java-China-Japan Co.

TRINTAG, German str., 1,006, O. Kock, 10th July.—Bangkok 1st July, Rice and General.—Butterfield & Swire.

TUNGSHING, British str., 1,172, Biscard, 10th July.—Wuha and Chinking 6th July, General.—Jardine, Matheson & Co.

SAILING SHIPS.

CITY OF BIRMINGHAM, British schooner, 300, J. Watson, 14th May.—Grimby 26th May, Coal.—Order.

TRAVANCOR, British ship, 1,901, Chamberlain, 8th June.—towed from Harlow Bay by tug Robert Cooke.

HIS BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Albatross, despatch boat, 1,700 tons, 10 guns, 3,000 h.p., Com. R. M. Harbord, Weihaiwei.

Albatross, cruiser, 12,500 tons, 16 guns, 16,500 h.p., Capt. Nelson Ommann, Weihaiwei.

Arauc, torpedo boat destroyer, 550 tons, 6 guns, 7,000 h.p., Lieut. Comdr. R. H. Harker, Weihaiwei.

Astraea, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 h.p., Captain Lionel G. Tufnell, Shanghai.

Bombardier, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 h.p., Capt. H. H. Tufnell, Weihaiwei.

Cadmus, British sloop, 1,070 tons, Capt. H. D. Cane Luard, Weihaiwei.

Clio, British sloop, 1,070 tons, Captain H. D. Wilkin, D.S.C., Yangtze.

Doe, torpedo boat destroyer, 550 tons, Lieut. Comdr. H. E. Sullivan, R.N., Weihaiwei.

Diadem, 1st class cruiser, 11,000 tons, 16 guns, 16,500 h.p., Capt. H. W. Savory, Weihaiwei.

Erne, torpedo boat destroyer, 550 tons, Lieut. Comdr. R. H. Harker, Weihaiwei.

Etrich, torpedo boat destroyer, 550 tons, Lieut. Comdr. R. H. Harker, Weihaiwei.

Erebus, torpedo boat destroyer, 550 tons, Lieut. Comdr. R. H. Harker, Weihaiwei.

